Statewide Transportation Planning Framework
Central Arizona Regional Framework Study

Working Paper # 2
Existing and Future Conditions

Prepared For:

ADOT

Prepared By:

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bqaz

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Abbreviations

AAC	Arizona Administrative Code
AADT	Annual Average Daily Traffic
ACP	Areas of Conservation Priority
ADEQ	Arizona Department of Environmental Quality
ADOT	Arizona Department of Transportation
ADT	Average Daily Traffic
ADWR	Arizona Department of Water Resources
AGFD	Arizona Game and Fish Department
ALRIS	Arizona Land Resource and Information System
ARHP	Arizona Register of Historic Places
ARS	Arizona Revised Statutes
ASLD	Arizona State Land Department
AZSITE	Data sharing consortium consisting Arizona State Parks, Arizona State Museum, School of Human Evolution and Social Change at Arizona State University, and the Museum of Northern Arizona.
BIA	Bureau of Indian Affairs
BLM	Bureau of Land Management
BRT	Bus Rapid Transit
CAA	Clean Air Act
CAAG	Central Arizona Association of Governments
CAP	Central Arizona Project
CERCLA	Comprehensive Environmental Response Compensation, and Liability Act
CFPO	Cactus Ferruginous Pygmy Owl
CFR	Code of Federal Regulations
CIP	Capital Improvement Plan
CO	Carbon Monoxide
DCR	Design Concept Report
DOT	Department of Transportation
DU	Dwelling Unit

EA	Environmental Assessment
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FHWA	Federal Highway Administration
FY	Fiscal Year
GIS	Geographic Information Systems
HPMS	Highway Performance Monitoring System
HURF	Highway User Revenue Fund
I	Interstate
ISA	Initial Site Assessment
ITS	Intelligent Transportation Systems
L/DCR	Location/Design Concept Report
LOS	Level of Service
MAG	Maricopa Association of Governments
MP	Milepost
MPA	Municipal Planning Area
MPO	Metropolitan Planning Organization
MSL	Mean Sea Level
NCRS	Natural Resources Conservation Service
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NHRP	National Register of Historic Places
NO_2	Nitrogen Dioxide
NRHP	National Register of Historic Places
O_3	Ozone
PAD	Planned Area Development
PAG	Pima Association of Governments
PM	Particulate Matter
RMP	Resource Management Plan

RSRF	Regional / Subregional Road Funds
RTP	Regional Transportation Plan
R/W	Right-of-Way
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SDNM	Sonoran Desert National Monument
SIP	State Implementation Plan
SATS	Small Area Transportation Study
SR	State Route
SRP	Salt River Project
STP	Surface Transportation Program
TB	Town Boundary
TI	Traffic Interchange
TIP	Transportation Improvement Program
TMDL	Total Maximum Daily Load
UPRR	Union Pacific Railroad
US or U.S.	United States
USBR	United States Bureau of Reclamation
USC	United States Code
USFS	United States Forest Service
USFWS	United States Fish and Wildlife Service
USGS	United States Geologic Survey
UZA	Urbanized Area
VPD	Vehicles per Day
WQARF	Water Quality Assurance Revolving Fund

2.1 INTRODUCTION

Regional transportation planning entities across Arizona, working closely with local jurisdictions and stakeholders, have partnered with the Arizona Department of Transportation (ADOT) to develop a series of Regional Framework Studies that will ultimately provide input into a Statewide Transportation Planning Framework.

Four Regional Framework Studies will identify ways to plan for growth by strengthening the link between land use, community development, and economic patterns; multimodal transportation for future sustainable mobility; and continuing enhancement of Arizona's quality of life. The four Regional Framework Studies are:

- Western Arizona Regional Framework Study
- Northern Arizona Regional Framework Study
- Eastern Arizona Regional Framework Study
- Central Arizona Regional Framework Study

The study area for each of the Regional Framework Studies is depicted in Figure 2-1. The study area for the Central Arizona Regional Framework Study includes portions of Pima, Pinal, and Gila County.

Figure 2-1 also identifies two framework studies that have been or are currently being developed by the Maricopa Association of Governments (MAG). These are 1) the I-8/I-10 Hidden Valley Transportation Framework Study, and 2) the (recently completed) I-10/Hassayampa Valley Roadway Framework Study. The project team will also coordinate with MAG and the Pima Association of Governments (PAG) in Maricopa and Pinal counties as they update their established regional transportation plans (RTP) and related studies for integration into the Statewide Transportation Planning Framework.

Each Regional Framework Study will assess transportation needs within its study area and recommend transportation options for the years 2030 and 2050. The Framework Studies will seek to answer four fundamental questions:

- How can transportation investments encourage quality economic growth?
- How can we improve the relationship between land use and transportation to achieve responsible urban growth patterns while following the principles of smart growth and sustainability?
- How can we improve links between population centers to strengthen the base for economic growth?
- How can transportation decisions enhance our quality of life and improve our natural environment in a way that is fair and equitable for Arizonans?

To the extent possible, the Regional Framework Studies and the Statewide Transportation Planning Framework will comply with requirements for statewide long-range planning as defined by Arizona Revised Statutes (ARS) and the federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) legislation.

Municipal planning areas (MPAs) for cities and towns within the Central Arizona Regional Framework Study area are depicted in Figure 2-2. The following cities and towns lie within the study area:

- City of Apache Junction
- City of Coolidge
- City of Eloy
- Town of Florence (seat of Pinal County)
- City of Globe (seat of Gila County)
- Town of Hayden
- Town of Kearny
- Town of Mammoth
- Town of Miami
- City of Superior
- Town of Winkelman

In addition, portions of the planning areas of the following cities and towns are included in the study area:

- Town of Marana
- City of Casa Grande
- Town of Queen Creek

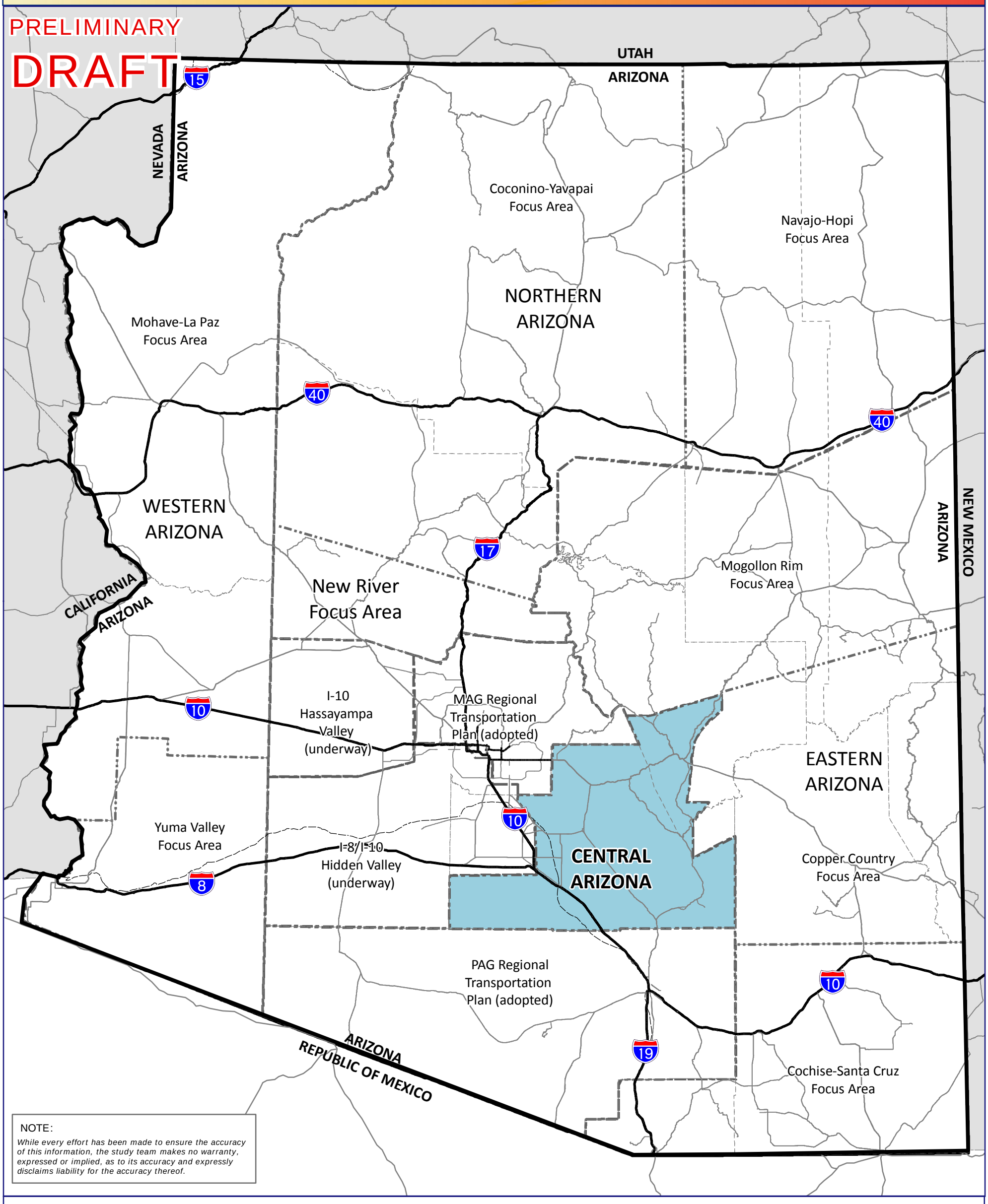
The majority of land in the study area in western Pinal County is included within a local jurisdiction MPA, including the communities of Eloy, Coolidge, Florence, Queen Creek and Apache Junction.

In contrast, the vast majority of land in the eastern portion of the study area, which includes Superior, Miami, Globe, Kearny, Hayden, Winkelman and Mammoth, is outside of MPAs.

Regional Framework Study: Central Arizona

PRELIMINARY

DRAFT



NOTE:
While every effort has been made to ensure the accuracy of this information, the study team makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.

Figure 2-1 Study Area Location

Legend

- Interstate
- Highway
- Road
- Railroad
- County Boundary
- State Boundary
- Framework Study Boundary
- Focus Area Boundary
- Central Arizona Framework Study Area

NORTH

0 12.5 25 50
Miles

Source: ALRIS 2007, ADOT 2007

May 8, 2008

Regional Framework Study: Central Arizona

PRELIMINARY DRAFT

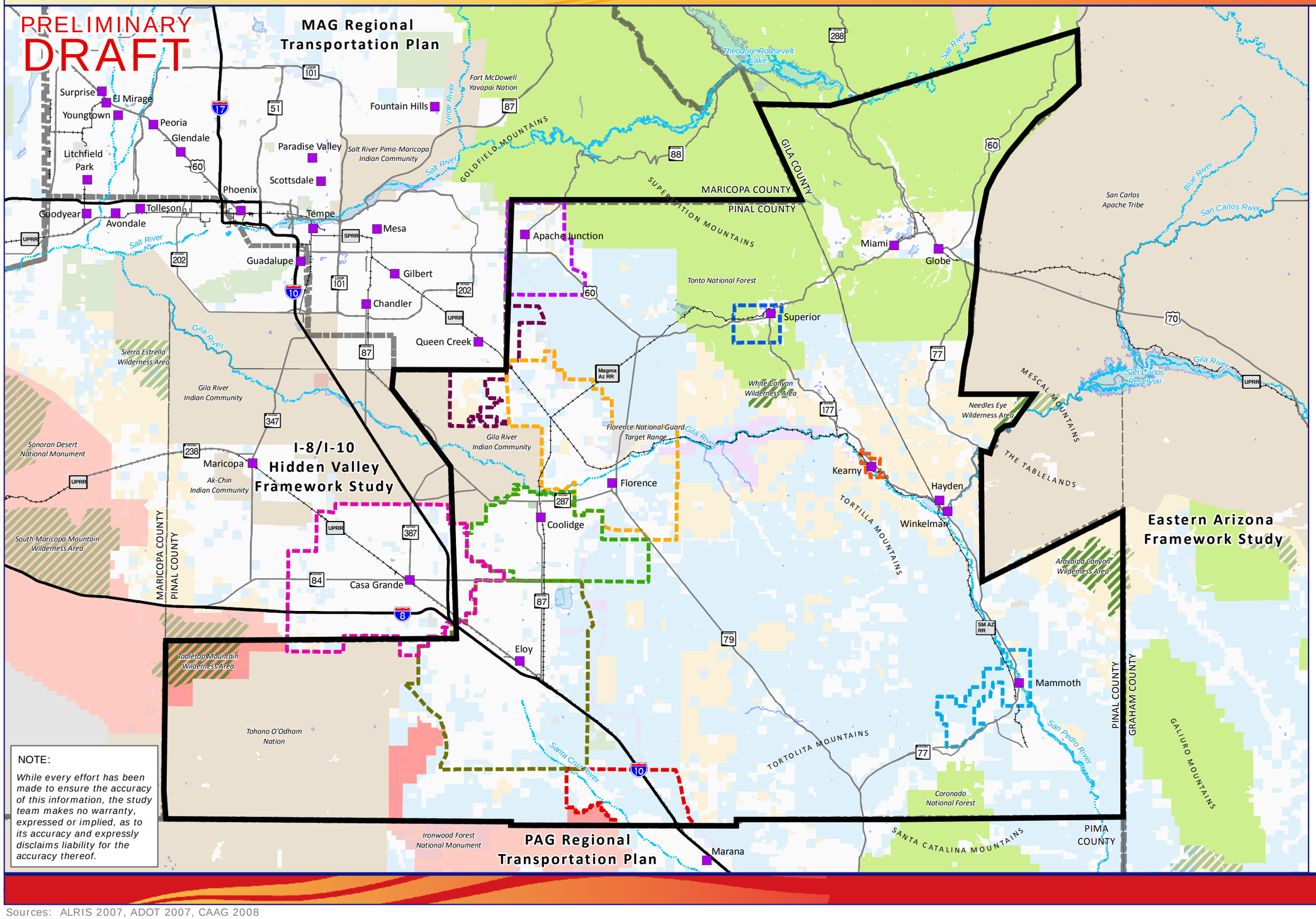


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Figure 2-2 Municipal Planning Areas

Legend

- City/Town
- Interstate
- Highway
- Railroad
- River
- Lake
- County Boundary
- State Boundary
- Framework Study Boundary
- Study Area Boundary
- Wilderness Area
- National Monument

Land Ownership

- BLM
- Bureau of Reclamation
- Tribal Community
- Local or State Parks
- National Park Service
- US Forest Service
- Military
- Private
- State Trust Land

Municipal Planning Areas

- Apache Junction
- Casa Grande
- Coolidge
- Eloy
- Florence
- Kearny
- Mammoth
- Marana
- Queen Creek
- Superior

NORTH

0 3.75 7.5 15

Miles

Sources: ALRIS 2007, ADOT 2007, CAAG 2008

May 8, 2008